Marked up version of changes to specification:

This section shows changes to the following paragraphs:

[0045] The operation of the claimed invention will now be described. After the components for the lowest level of the elevator support structure are installed upon the foundation, the motor drive 30 is powered on. The teeth of the drive gear 61 engage the holes 43 in counterweight guide 22 and the machine begins to climb along the counterweight guide rails 22 and 22'. As discussed above, the shoes 48 on the machine frame 35 guide the machine 30 along the counterweight guide rails 22 and 22', and the guide shoe machine mount assembly 77 prevents the machine from disengaging from holes 43 in guide rail 22. As illustrated in Figure 13, when the motor drive ~~30~~ 31 rises, so do the car sling 80 and the temporary platform 91.

[0048] As seen in FIGS. 14 and 15, the header module 40 affixed to the top of the support structure generally comprises one or more suspension sheaves, and the support rope 89 passes over the suspension sheave(s) to support the elevator car assembly 81 and the counterweight assembly ~~87~~ 91. The rope 89 is driven by the motor drive 31 to move the elevator car assembly 81 and the counterweight assembly ~~87~~ 91 within the hoistway.

[0049] In FIGS. 14 and 15, the elevator car assembly is mounted to slide along the car guide rails and has a front portion with guide shoes slidably coupled to the car guide rails 7 and 7'. Similarly, the counterweight assembly ~~87~~ 91 is mounted to slide along the counterweight guide rails 22 and 22' and has guide shoes slidably coupled to the counterweight guide rails 22 and 22'. The elevator car assembly 81 can be of a car sling type. The elevator car assembly 81 can comprise a pick-up point assembly 85 located above the center of mass of the elevator car assembly 81 for engagement with the support rope 89. The pick-up assembly 85 may comprise a sheave for engagement with the support rope 89.

[0050] The motor drive 30 may be affixed to the pit channel module 16 or directly to the foundation of the building. The motor drive 30 can comprise a drive sheave for frictionally engaging the rope 89, or the motor drive 30 can directly drive the rope 89. In either case, the motor drive 30 moves the rope 89, which in turn displaces the

elevator car or sling 81 and counterweight ~~87~~ 91. As discussed previously, the motor drive 30 used to drive the support rope 89 may be the same motor drive used during self-climbing mode, or it may be a different motor drive.

Amendments to the Drawings:

By the present amendment, and as described in more detail in the Remarks Section of this Amendment, Figs. 8, 14 and 15 (or sheets 4/10, 9/10 and 10/10) are amended to correct element numbering of certain features of the invention. Attached as an Appendix to this paper is a complete set of Replacement Sheets (1/10 – 10/10) showing these changes as well as replacing drawing sheets originally filed with hand-numbered elements.

Remarks/Arguments:

Claims 1-18 are pending in the present application. Claims 1, 5, 13, 15 and 16 have been amended herein. New Claim 18 is presented as well in the present amendment.

Amendments to the Specification

The Examiner has objected that reference characters "30" and "31" have both been used to designate the motor drive in paragraph [0045], lines 8-9 and in paragraph [0046], lines 12-13. The Examiner also notes that reference character "87" has been used to designate both the lower bolsters and the counterweight assembly. By the present Amendment, new paragraphs [0045], [0048]-[0050] are presented. Amendments to these paragraphs do not introduce any new matter; only corrections to the element numbering discrepancies identified by the Examiner have been made. Specifically, in paragraph [0045], the motor drive has been properly designated as element "31". In addition, in paragraphs [0048]-[0050], the counter weight assembly is now designated with element number "91".

Amendments to the Drawings

The Examiner objected to the drawings as failing to comply with 37 CFR 1.84(p)(4) because reference characters "22" and "51" have both been used to designate the counterweight guide rail in Fig. 8. In the present amendment, Fig. 8 has been amended to properly correct element numbering with respect to reference characters 22 and 51. Additionally, the Examiner has noted that reference character "87" has been used to designate both lower bolsters and counter weight assembly. Accordingly, in the present amendment, Applicant has amended Figs. 14 and 15 to show the counterweight assembly with reference character "91". Finally, Fig. 15 that was originally filed has been amended to include element numbering. Also, a complete set of drawings is included with the present Amendment to replace originally filed drawing sheets 1-10 with replacement drawing sheets 1-10 that eliminate the hand-written element numbering.

35 U.S.C. 112 Rejections

The Examiner rejected Claims 15 and 16 under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicant regards as the invention.

By the present Amendment, Claim 16 has been amended to state that the first motor drive and the second motor drive are the same. In addition, new Claim 18 is presented having the limitation that the first motor drive and the second motor drive are different.

35 U.S.C. 102(b) Rejections

The Examiner rejected Claims 1-17 under 35 U.S.C. 102(b) as being anticipated by White, Jr. U.S. Patent No. 3,878,916 The Examiner stated that White, Jr. discloses a work structure compromised of a pit channel module 20, and that White, Jr. further discloses a plurality of vertical modular guide rails 26, 28, 30, 32 and 34, one end of each guide rail attached to the pit channel module 20 and the other end connectable in an end-to-end manner with additional guide rails or a header module. The Examiner also contends that White, Jr. shows one preselected modular guide rail 34 having a plurality of holes linearly aligned along its longitudinal axis Figure 1A and includes a platform 160 slidably coupled to the preselected guide rail 34 and connected to a motor drive 36 having a gear 39. The Examiner maintains that White, Jr., discloses a gear 39 having teeth which are sized and configured to engage with the holes of the preselected guide rail Figure 1A, wherein operating the motor drive 36 causes the teeth of the gear to engage the holes of the preselected guide rail 34 and thereby raise or lower the platform along the vertical guide rails.

By the present amendment, all independent claims, including Claims 1, 5, 13 and 15 have been amended to more clearly describe the present invention by including the provision of an elevator car sling. Support for this amendment, which introduces no new matter, can be found in paragraph [0038] in the originally filed application. The provision of such an elevator car sling is not taught or described in White Jr. Accordingly, Applicant maintains that all independent claims as amended herein (together with dependent Claims 2-4, 6-12, 14 and 16-18) are not anticipated by White Jr. and are in condition for allowance.

Conclusion:

Applicant has made an earnest effort to be fully responsive to the Examiner and believes that Claims 1-18 are now in condition for allowance. The applicant solicits the allowance of these Claims.

If, however, the Examiner should for any reason consider this application not to be in condition for allowance he is respectfully requested to telephone the undersigned attorney at the number listed below prior to issuing a further Action.

Respectfully submitted,
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By _____
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CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to Mail Stop Amendment, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, this 30th day of January 2006.

_____
Beth O'Bryan

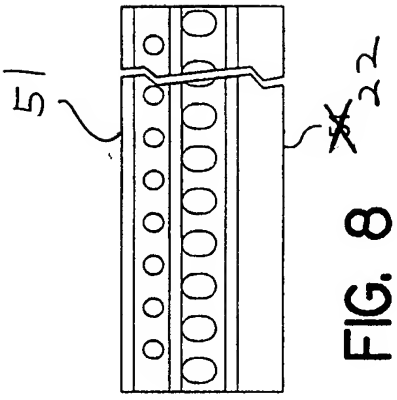


FIG. 8

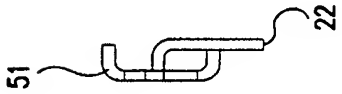
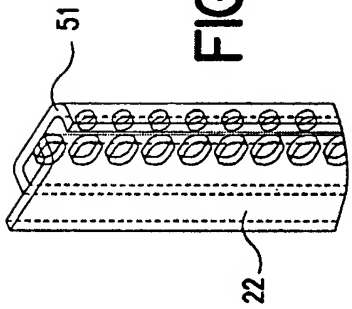


FIG. 9



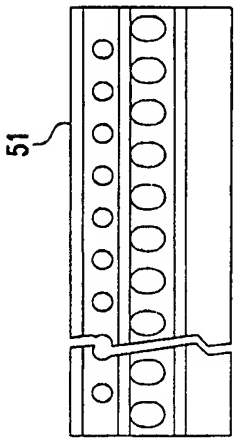


FIG. 7

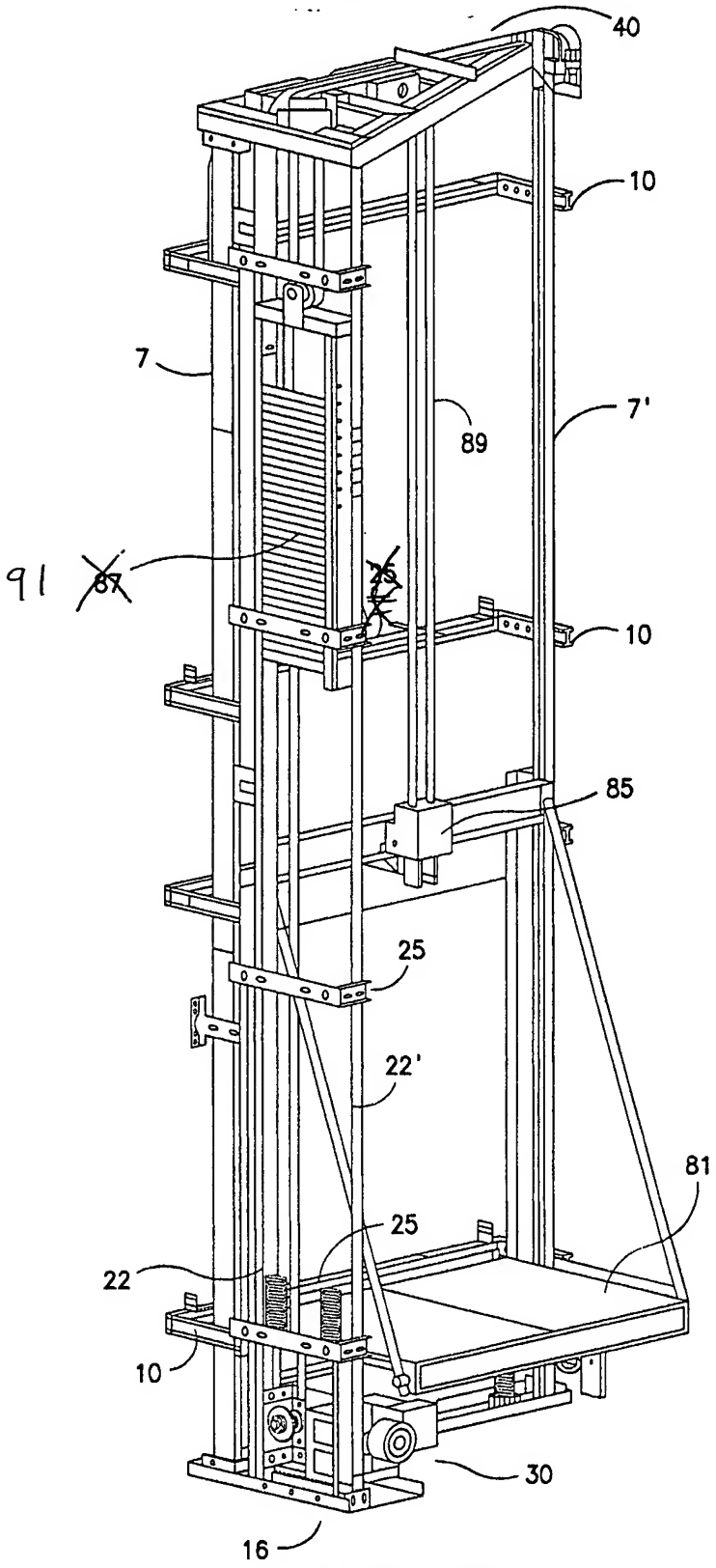


FIG. 14

10 / 10

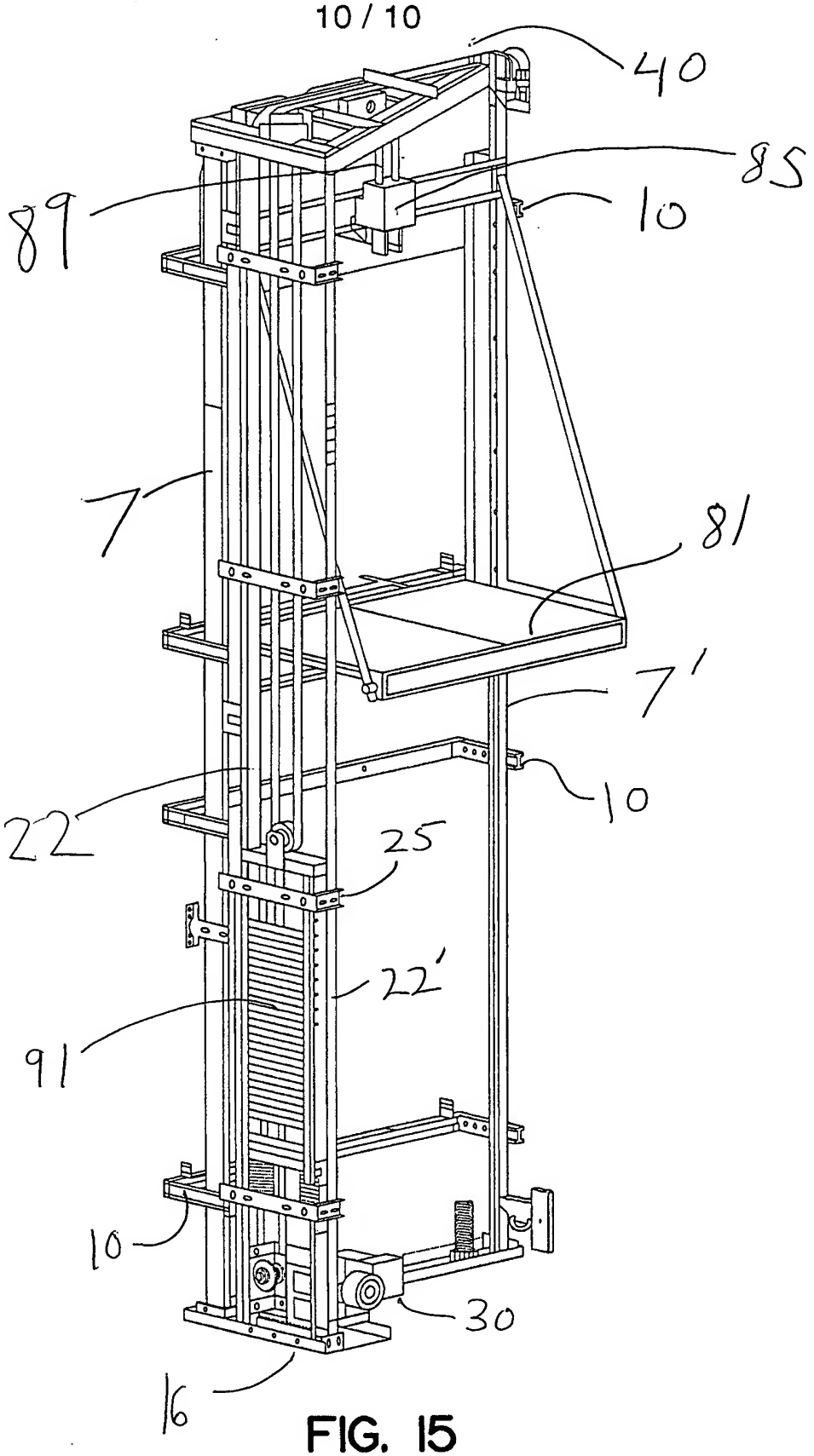


FIG. 15